THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir. The requisite computer software has been acquired/ developed for the computerised reservation offices and~EEfT centres.

(b) and (c) Do not arise.

.. Circular Railway Calcutta

2229. SHRI MD. SALIM:

SHRIMATI CHANDRAKALA PANDEY:

Will the Minister of RAILWAYS be pleased to state steps being taken oy Government ior completion oi±; (i) 5 Km, long missing link between Princepghat and Majerhat of Circular Railway; Calcutta; (ii) for provision oi EMU type coaches in place of conventional, coaches for passengers convenience in Circular Railway; (iii) for replacement of old shunting engines by regular passenger locomotives; (iv) electrification of entire Circular Railway stratch from Dum Dum to Majerhat via Princeghat; and (v) Ifor pro vision of suitable junction arrange ment and transhipment facilities at Ultandanga and Bidhan Nagar stations to reduce the hardships of passengers of Dum Dum, Kalkurgachi, salf Lake and neighbouring areas?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (i) Calcutta Port Trust authorities are not agreeable to part with the requisite land, through which the proposed alignment passes. Under the circumslances; as an alternative; elevated track through customs bonded area; as well as Garden Reach Road and Circular Garden Reach Road has been considered A Feasibility Study, has been taken up and further action would depend upon the result of the survey.

(ii) Conventional coaches comprising Ilnd Class Chair Car, and similar to EMUs and DMUs are used. These are considered most suitable for short distace journeys,

(iii) WDS 4 Locos are used for running Circular Railway trains, as these meet the Load and speed requirement of the trains. Higher Horse Power Locos like WDM 2 etc., used for higher load and speed are not considered suitable for such light services.

(iv) There is no programme for electrification of the Circular Railway route, at present.

(v) A work of provision of pass-way from Bidhan Nagar Road Platform No. 1 to Ultandanga Road Station, has been santioned at a cost of Rs. 14.91 lakhs.

Condemned wagons

2230. SHRI JIBON ROY; WUl the Minister of RAILWAYS be pleased to state;

(a) the number of wagon which have been condemned during the last three years; year-wise;

(b) how many of them were scrapped du_e to accidents; and

(c) whst would be the additional requirement of BG/MG wagons during the coming five years?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

(c) Wagon requirement is a function of volume of traffic moved, wa-I gon utilisation efficiency and overage wagon profile. The requirement